

through the fluid flow path 36 is separate to the fluid held within the cavity 14 of the wet brake system.

0023  
Please replace paragraph [0037] with the following amended paragraph:

AIA  
2/5/08  
0023  
[0037] FIGS. 3-5 depict a planar wall 16' which may be used as a component of a fluid cooled housing of a different configuration to that depicted in FIGS. 1 and 2. More particularly, the wall 16' can be used in a housing in the shape of a square or rectangular prism. The wall 16' is provided with an internal fluid flow path 36' comprising four channels 42'a-42'd. The wall 16' is made from two strips of material 44a and 44b (~~hereinafter referred to in general as strips 44~~). Each of the strips 44a and 44b [[44]] is provided with a central region 46 inboard of its periphery in which there is formed a plurality of grooves 48a-48f. Grooves 48a-48d are parallel to each other and extend in the direction of the length of the strips 44a and 44b [[44]]. These grooves are connected in parallel, in terms of fluid flow, by transversely extending grooves 48e at one end and 48f at an opposite end. A hole 51 is formed in each of the strips [[44]] 44a and 44b opening onto respective grooves 48e, with a second hole 53 being formed in each of the strips 44 opening onto respective grooves 48f. Conduit attachments 50 and 52 are coupled to the holes on strips 44a and 44b [[44]].

**Amendments to the Specification:**

0017  
Please replace paragraph [0031] with the following amended paragraph:

ANA 0017 2/5/08  
[0031] Figures 1 and 2 depict an embodiment of a fluid cooled brake housing 10 in accordance with the present invention. The housing 10 is comprised of a casing 12 which defines a cavity 14 for housing one or more friction pads 15 (shown in Figure 6). The expression "friction pads" is used throughout this specification to denote any form of friction pad used in a braking system, or indeed any other type of pad that can be applied to a braking surface to provide a braking effect. The casing 12 is composed of a plurality of separate walls including circumferential wall 16, back wall 18 extending across one axial end of the circumferential wall 16. The back wall 18 is composed of a main wall section 22 and a secondary wall section 24. The main wall section 22 extends for over half the radius of the circumferential wall 16 and includes an axially extending portion. The secondary wall [18] 24 extends from the axially extending portion 26 to the circumferential wall 16. Axially extending studs 28 are provided on the back wall 18 outside the cavity for coupling the housing 10 to a differential housing (not shown). An axial hole [30] is formed in the back wall 18 through which an axle 30 (not shown) can extend into the cavity 14. The hole axle 30 is circumscribed by a boss 32. The front wall 20 is also provided with a larger axial hole 34 for typically receiving a wheel hub and rotor (not shown).

0019  
Please replace paragraph [0033] with the following amended paragraph:

ANA 0019 2/5/08  
[0033] It should also be noted that the configuration of the walls of the housing 10 is not in itself significant to the present invention. The walls and indeed the housing 10 are configured to meet the application at hand. The housing 10 depicted in Figures 1 and 2 is particularly well suited as a housing for a wet brake system where ~~were~~ the cavity 14 houses a brake drum and brake shoes. Such a system is described in the Applicants' copending Australian provisional application No. PR 0187 the contents of which are incorporated herein by way of reference. In such an embodiment, the housing 10 is provided with appropriate seals to retain a volume of oil in which the brake components, eg the drum and the brake shoes operate. The fluid passing